

and my two—I want to say staffers, but they are my friends. That is the way I look at them, Sam Whitehorn and Tom Zoeller, and the others on the staff and those from other committees who have been working with us. We found an air of cooperation and camaraderie that has been unusual, I think. So I am very pleased with the cooperation we have had, and I thank my friends.

Mr. President, let me thank all Members, too, who have expressed an interest in this piece of legislation. As my colleagues are aware, last night, Senator McCain and I worked throughout the evening to fashion what we referred to here as a “managers’ amendment.” Those are amendments to be offered to the bill that we were able to work out and find agreement on. Rather than go through the long harangue of debate and running back and forth, our staffs worked together and our Senators cooperated. So we worked hard to fashion what we refer to and what was offered, what was adopted, as the “managers’ amendment.” Of course, the leadership in putting that together is given to Senator McCain for his extraordinary effort in putting this managers’ amendment together.

Within that amendment, we have tried to include provisions and language that are of concern to not only our Members but others, because when we pass legislation, we either help or hurt our constituents. We either make it better or worse. So we have to be careful, once we agree on it, of what it does for the safety, for the betterment of the economy, whatever it might be. Even though we may agree, it is for those beyond this Chamber for whom we are here to work.

Sometimes I don’t always vote the way I personally feel. I think it was Hamilton who said in referring to the Congress, “In these Halls, the people’s voice shall be heard by their immediate representative.” That is us, and we vote what we hear from our constituents. Sometimes it is not exactly the way we would want it, but you try to respond to those who are interested.

I think we have another interested group out there that we have not had before, and it is the so-called “C-SPAN junkies.” I read the other day where some tape C-SPAN and come home at night and watch us. I didn’t know we were that good. I thought maybe some of them just turned us off. But these are people who have watched us, listened to us, and have become informed.

I don’t know how many calls you get, but every once in a while, someone will call and say, “I heard you speak. I don’t agree with that. I think you ought to do this,” and it has been an interesting period in the institution of the Senate.

I want to express my gratitude and appreciation to all my colleagues for their willingness to work with us in drafting this piece of legislation. Because of that cooperation and assistance, I believe we will be able to move this bill forward quickly and complete action, hopefully, before September 30.

So we have some time. I assure my colleagues, as Senator McCain and I have assured each other, as soon as this bill is passed, we are going to work. We are not going to rest on our laurels and beat our chests. We passed a bill. We are not finished. We have a conference to go to. We have a final bill to complete. We have to have one that the administration will agree to. As Senator McCain said, we have worked with the administration. We have tried to work with all parties. I believe in the end we will have a piece of legislation that will be acceptable all around.

Mr. President, let me conclude by reiterating one particular issue, and that is the privatization of airports. I am aware that the House bill includes a provision which would establish a pilot project of six airports. Up front—I am not trying to kid anybody—I oppose those efforts because the definition of privatization allows the new airport owner to divert revenues off of the airport, to receive Federal grants, to collect Federally authorized PFC’s, allow major carriers to dictate who runs an airport, and gives general aviation no say—gives general aviation no say—in the privatization.

So in my mind, Mr. President, this form of privatization is a new form of corporate welfare—a new form of corporate welfare. Moreover, Mr. President, privatization is opposed by the airlines, by general aviation, and by the airports. I am not opposed to finding new and innovative solutions to financing our airports, but I do not believe that privatization is a means to achieve that end.

So having said that, Mr. President, I believe we are ready to go to third reading.

I yield the floor.

The PRESIDING OFFICER. Are there further amendments? If not, the question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed for a third reading, and was read the third time.

The PRESIDING OFFICER. Under the previous order, the clerk will report calendar No. 588, H.R. 3539.

The bill clerk read as follows:

A bill (H.R. 3539) to amend title 49, United States Code, to reauthorize programs of the Federal Aviation Administration, and for other purposes.

The Senate proceeded to consider the bill.

The PRESIDING OFFICER. Under the previous order, all after the enacting clause is stricken, and the text of S. 994 as passed by the Senate is inserted in lieu thereof.

The question is on the engrossment of the amendment and third reading of the bill.

The amendment was ordered to be engrossed and the bill to be read a third time.

The bill was read the third time.

Mr. McCain addressed the Chair.

The PRESIDING OFFICER. The Senator from Arizona [Mr. McCain] is recognized.

Mr. McCain. Mr. President, again, I would like to thank my friend from Kentucky. I remember when I was a new Member of the Senate, he was kind enough, as chairman of the Aviation Subcommittee, to come to my State and have a hearing on the Grand Canyon and other issues. That has characterized our relationship now for more than 10 years.

Mr. President, I ask unanimous consent that final passage occur on H.R. 3539, at 2 p.m. today, and that paragraph 4 of rule 12 be waived.

The PRESIDING OFFICER. Is there objection? Without objection, it is so ordered.

Mr. McCain. Mr. President, I ask for the yeas and nays on the pending legislation.

The PRESIDING OFFICER. Is there a sufficient second? There is a sufficient second.

The yeas and nays were ordered.

MORNING BUSINESS

Mr. McCain. Mr. President, I ask unanimous consent that there now be a period for the transaction of morning business until the hour of 2 p.m., with Senators permitted to speak for up to 5 minutes each.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. BENNETT addressed the Chair.

The PRESIDING OFFICER. The Senator from Utah.

Mr. BENNETT. Mr. President, I ask unanimous consent that I be allowed to continue for up to 15 minutes as in morning business.

The PRESIDING OFFICER. Is there objection? Without objection, it is so ordered. The Senator is recognized for 15 minutes.

A NATIONAL MONUMENT IN UTAH

Mr. BENNETT. Mr. President, something is going to happen today in the State of Arizona that will have great impact on the State of Utah. I would like to discuss that issue in somewhat greater detail than I have been able to do in the press. Unfortunately, we now live in a time where the press looks for the 7-second sound bite or the two-sentence summary to print in the newspaper, and the overall issue gets lost. So I appreciate the opportunity to lay out the whole circumstance of what has happened, and is happening, for the record.

Several weeks ago in the Washington Post there was a story about a leak out of the White House saying that the President was considering creating a national monument in the State of Utah, somewhere in the neighborhood of 2 million acres. That came as unexpected news to me and the other Members in the Utah delegation, and we raised the issue. “Oh, no,” we were assured, “nothing is really under consideration. These are just discussions that are taking place in the White House, and they probably should not have